May nets 630,044

New-car sales increase third month in row

By Jenny L. King
Staff Writer

Domestic new-car sales were up for the third consecutive month in May and their annualized selling rate, based on the final 10-day period, climbed to an encouraging 7.38 million units.

Sales of imported cars were up 8.82 percent for the month. They accounted for 24.69 percent of the total market, up slightly from 24.52 percent a year earlier but far from the record of 28.58 percent set in 1981.

Sales of U. S.-built cars totaled 630,044 in May, up 7.87 percent from 584,074 last year. It was the highest monthly total in 26 months—best since March, 1981, when 719,367 new cars were sold in a flurry of rebate and incentive activity. It was the best May since 1979 when sales reached 797,008.

Import sales reached 206,517, up 8.82 percent from 189,784. Combined sales totaled 836,561, up 8.11 percent from 733,832 in 1982.

Year-to-date domestic sales were up 7.39 percent by the end of May, adding to 2,666,877 compared with 2,483,394 last year. In the first five months of 1983, imports were up 8.42 percent, to 978,553 from 902,552. Combined sales showed a 7.66-percent improvement, pushing to 3,645,430 from 3,385,946.

• Everything was coming up roses for the U. S. auto makers last month. Only General Motors failed to surpass its year-o sales mark, but it missed by only 1.39 percent. American Motors had most reason to celebrate: AMC sales shot up 123.88 percent, fueled by its hot-selling 1983 Renault Alliance. AMC reported sales of 18,291 this May, compared with 8,170 in 1982. Renault Alliances numbered 12,163, 66.50 percent of AMC's total.

In May, GM dealers retailed 378,677 passenger cars, down 1.39 percent from 384,015 last year. Ford Motor Co. was up 10.41 percent, to 136,896 from 123,987. Chrysler Corp. gained more than 22,000 units and was up 36.99 percent, to 84,391 from 61,603. Volkswagen of America climbed 34.96 percent, to 8,501 from 6,299, and Honda reported sales of 3,286 Accords from its Marysville (O.) plant.

For the month, GM dropped more than 5 percentage points in its share of the domestic market, to 60.10 percent from 65.75 percent. Ford was up to 21.73 percent from 21.22 percent. Chrysler jumped to 13.40 percent from 10.55 percent. AMC claimed 2.90 percent compared with 1.40 percent, VWoA edged to 1.35 percent from 1.08 percent and Honda held the remaining 0.52 percent this year against nothing a year earlier.

Ten domestic makes reported sales increases during May. Plymouth was up 36.00 percent over last year, Chrysler was up 43.97 percent and Dodge was up 35.45 percent. Ford was up 9.61 percent, Mercury was ahead by 17.15 percent, Buick was up 0.38 percent, Cadillac was up 8.70 percent, Oldsmobile was up 6.91 percent, Pontiac was up 7.00 percent and VW was up 34.96 percent.

Depressed sales were reported for Imperial, down 74.73 percent; Lincoln, off 4.75 percent; Chevrolet, down 12.45 percent, and AMC, down 24.99 percent.

Cadillac enjoyed its ninth consecutive month of improved selling rates, and its best May in five years. Buick sales moved past their '82 level to a record 81,234 from the former best of 80,925.

• Imported-car sales, up for the fifth straight month this year, included May records for Jaguar, Mercedes-Benz, Saab and Volvo.

Alfa Romeo sales doubled, BMW was up 12.93 percent, Jaguar sales doubled and were an any-month high, Mazda was up 21.16 percent, Nissan was up 10.83 percent, Peugeot was up 20.68 percent, Porsche was up 28.46 percent and Toyota deal-

Continued on Page 62, Col. 3

Where Auto Market was in May

	Total Sales	Pct. of Total
SUBCOMPACT	110,158	13.17
COMPACT	138,625	16.57
INTERMEDIATE	223,364	26.70
STANDARD	113,458	13.56
LUXURY	44,439	5.31
IMPORT	206,517	24.69
TOTAL	836,561	100.00

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58th year — No. 4972

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Incentives offered by Mazda East and Mitsubishi

Mazda East and Mitsubishi have joined Toyota, Datsun and domestic makers in launching new incentives.

Mazda East is running a "tournament of champions" incentive on trucks from June 19 to Sept. 30. Dealers have one total program objective covering all '83 trucks, with fleet and lease units eligible.

Between zero and 50 percent of objective earns dealers $300 per unit, and 50 to 100 percent earns dealers $400 per unit. For 101 percent and over, they earn $600 per unit, non-retroactively.

Mazda East distributes Mazda vehicles in 18 states.

Mitsubishi's program calls for 9.75 percent APR financing for June only on LS models of the Cordia and Tredia. To be eligible, a customer must trade in an imported car or truck on the purchase.

The discounts are entirely factory-funded.

Jim Pingree

Racing 'round the Ren Cen

Police estimate that between 175,000 and 200,000 people were on hand to watch a field of 26 Formula One cars race through Detroit streets. Michele Alboreto was the first to complete the 60 laps of Grand Prix II. Keke Rosberg was second by seven seconds and last year's champion, John Watson, was third.

Detroit's Grand Prix called huge success

DETROIT. — Promoters and city officials put an "unqualified success" label on the second Formula I race through the streets of this city. Detroit Grand Prix III is scheduled for next year with dates still being negotiated.

Police estimated 175,000 to 200,000 were on hand for the Sunday culmination of three days of practice, qualifying and a variety of auto racing.

A year ago, the estimate was placed at 100,000 and the future of street racing here was in doubt.

A Grand Prix Expo featuring auto-related consumer goods was held in Cobo Hall on the riverfront adjacent to the 2.5-mile-long race course. That no-admission-charge exposition attracted about 60,000 and will be repeated in 1984.

Winner of the principal race, the Detroit Grand Prix, was Italian Michele Alboreto driving a British-built Benetton Tyrrell powered by a Ford Cosworth V-8. Alboreto averaged 81.158 MPH.

Robert E. McCabe, president of Detroit Renaissance Grand Prix, said paid attendance for this year's race day was 71,000, compared with 52,000 in 1982.

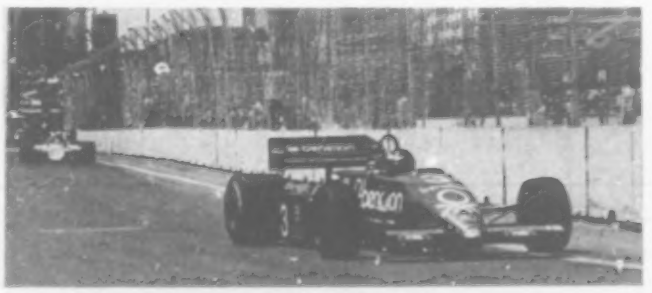
There were hospitality facilities sponsored by 41 companies this year, compared with just four the year before, he said.

Some 600 temporary jobs were created by the '83 event compared with 400 such jobs last year, he said.

A grand prix slated for September in New York has been delayed until Sept. 23, 1984.

"Due to the complexity of obtaining the necessary consent to conduct a New York Grand Prix and the difficulties of completing a new circuit with all its facilities by Sept. 2, Mayor Ed Koch and the organizers, New York Grand Prix, Inc., have asked the motorsport governing bodies to delay the race until Sept. 23, 1984," promoters said.

"The Formula I Constructors Assn. supports the delay," they said.



Alboreto chases the checkered flag

Detroit Grand Prix II was the second Grand Prix victory for Italian Michele Alboreto, who drove a Benetton Tyrrell powered by a Ford Cosworth V-8. Alboreto, driving the leading car pictured above, average 81.158 MPH for the 154-mile race.

V-8-6-4 suit is ruled OK for class action

TRENTON, N. J. — The New Jersey Supreme Court ruled last week that a suit pending against General Motors on the Cadillac V-8-6-4 engine can be certified as a class action and returned the case to lower courts for further action.

With that ruling, the court opened the way for 8,400 New Jersey purchasers of 1981 Cadillac Sevilles equipped with that engine to have redress.

General Motors has been fighting cases in 13 states on this engine but this is the first that has been certified as a class action though applications have been filed in other states for similar status.

A spokesman for General Motors said that the ruling "does not involve a determination that there is anything wrong with the V-8-6-4 and the court only ruled that the case may continue procedurally as a class action."

He added the "plaintiffs must prove their claims at a trial and General Motors intends to defend itself vigorously."

This ruling involved a case filed in New Jersey in February, 1981. The consumers have alleged that the engines hesitate, stall, catch fire or fail.

The plaintiffs, led by Morris Plains attorney Adrian Karp, are seeking to have compensation and reimbursement for expenses and repurchase by General Motors if the engine is proved to be defective.

The Supreme Court ruling also affirmed a lower court ruling that the plaintiffs have the right to bring fraud complaints into this action since they are maintaining that General Motors knew it would offer the engine for only one year and did not make this known to the purchasers.

Karp termed the ruling unique and forward looking in the area of product liability.

No trial date has been set.

Ex-dealer fined for selling 22 non-Calif. cars

SAN DIEGO. — A $110,000 civil penalty has been levied against a former auto dealer here who allegedly sold 22 cars which did not meet California emission requirements.

Superior Court Judge Gerald Lewis ordered Wallace F. Bilyeu and his firm, Safeway Rent-A-Car, Inc., to pay $77,000 for violating the state's smog control laws and $33,000 for unfair business practices.

According to the California Air Resources Board, an investigation was launched following complaints from other dealers. Investigators charged Bilyeu with importing and selling new cars from dealerships in other states, including Oregon, Nebraska, Utah and Arizona.

The judge ruled that the sales not only violated the state's smog control laws, but also represented unfair competition to other dealers who comply with California's standards.

The illegal imports consisted of 18 1979 and 1980 Hondas, three 1980 Oldsmobile diesels and one 1980 gasoline powered Volkswagen Rabbit.

'39 model driven by daughter of chewing gum magnate

'Mint-condition' Bantam used today

SCOTTSDALE, Ariz. — First-time visitors to the Tom Chauncey Arabian horse ranch here must be puzzled when they see a tiny car, hardly more than a toy, driven by a woman along the ranch's roads.

The car is an American Bantam roadster. The woman is Dorothy (Deedie) Chauncey, owner of the car and daughter of Phil Wrigley, chewing gum magnate. Wrigley gave the 1939 roadster to his daughter in Geneva, Wis., on her 14th birthday.

"Ever since that day, I have enjoyed driving this car around our properties and using it as a teaching tool for the children and grandchildren," Chauncey said. "With its stick shift and short clutch, it was an excellent tool for teaching the children to drive."

For Chauncey, the birthday gift was an opportunity to drive a regular car on her parents' property in Wisconsin without the need of a driver's license. Today, she still drives it around the sprawling ranch and only occasionally into Scottsdale.

Despite its age, the car registers only 3,400 miles and is in mint condition.

The car's original appearance is intact, except for a change in color from battleship gray to cream and the installation of sealed-beam headlights.

On rare occasions, Chauncey has pushed the car to 65 MPH. She said that it is designed to reach 80 MPH.

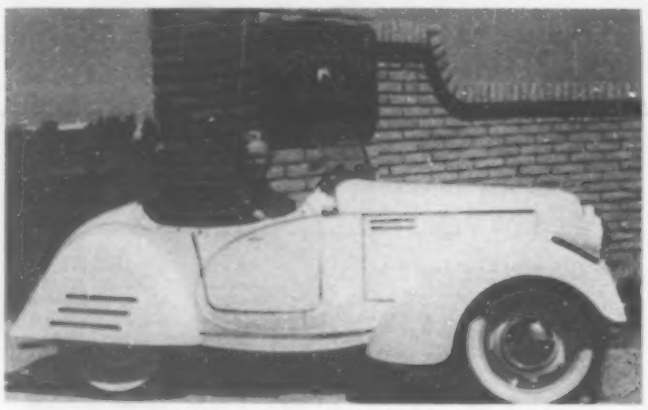
The car, which was aimed at economy operation, was a product of American Austin Car Co., organized in 1929 to build and market a U. S. counterpart of the successful British Austin 7.

Most Americans laughed at the car when it was introduced in 1930 as a second car, and the depression provided the coup de grace when Americans simply could not afford a second car.

The car did not sell and American Austin plunged into receivership after only 20,000 cars had been built.

In 1936, the company was revived by a Florida auto dealer who called the new company American Bantam Car Co. Nearly 7,000 cars were built between 1937 and 1941.

Chauncey isn't about to sell the car. For her, it is a delightful momento of the past and a most pleasant gift from her father.



Bantam roadster a teaching tool

Dorothy Chauncey stops her 1939 American Bantam roadster at the entrance to her family's 160-acre Arabian horse ranch in Scottsdale, Ariz. She was given the car on her 14th birthday and uses it today to teach her grandchildren to drive.

Auction profits may help museum reopen in 1984

BOSTON. — In 1975, the Museum of Transportation moved from its elegant but crowded headquarters on the Larz Anderson estate in Brookline to a Boston warehouse.

For years it struggled to raise funds, then closed last year, $500,000 in debt.

In a year, the museum has reduced its debt to $220,000. In late May of this year, the museum held an auction and sold some of its collection, which may get it out of the hole and back to the estate's carriage house.

Some of the antique cars which were sold were a 1923 Autocar Depot Wagon for $10,500, a 1919 Studebaker Special Six Touring Car for $8,000 and a 1926 Willys Touring car for $2,200.

The museum's reopening is planned for next spring.

Model breakdown

Auction Averages

	JUNE TO DATE	MAY	APRIL
1983	$10,964	$10,203	$ 8,595
1982	8,236	8,011	8,142
1981	6,433	6,258	6,140
1980	5,412	5,198	5,342
1979	4,630	4,630	4,498
1978	3,640	3,444	3,511
1977	2,899	2,705	2,828
1976	1,690	2,199	2,912
Overall Average	$ 5,303	$ 5,173	$ 5,089

Used Car Sales

Auction Averages

June to date	$5,303
Month ago	$5,067
Year ago	$4,723

Taiwan looks to BL, Volvo to succeed GM truck firm

By John Hartley
Staff Correspondent

TAIPEI, Taiwan. — The Republic of China is hoping that either BL or Volvo will make a last minute bid for the contract to build heavy trucks in Taiwan.

T. K. Lu, chairman of China Steel Co., and the man behind the project, wants a new company to take over the fixed assets of the joint venture from which General Motors withdraw last year. Both BL and Volvo have indicated interest, but neither has submitted a plan—and time is running out.

So far, the four leading Japanese truck makers—Hino, Isuzu, Mitsubishi and Nissan Diesel—have put in bids for the contract, but the Chinese would prefer a European company to be involved. But there are many deterrents, not the least of which is the failure of the company set up by GM and Hua Tung.

The main problem facing the operation is the fairly small volume—about 10,000 units a year. However, the Chinese expect the mainstay of the range to be a 16-ton GVW four-wheeler.

Lu says it will not be economic to produce the transmission in Taiwan, but he is hoping that the company will assemble engines here. He envisages that by selling engines for industrial, marine and agriculture use, volume could be boosted to an economic level.

Lu explained that the price of the trucks produced by Hua Tung was so high that they could not compete with imports.

"They requested a complete ban on imports," he said. "But that could not be done. The cost of transport in Taiwan would have become too high."

GM subsequently withdrew, and 1,000 trucks and buses are now being assembled from the remaining kits. These are due to be finished by the end of June, and the company will be wound up. Lu wants the new company to take over the fixed assets of the old one and to make trucks in the same plant.

Lu hopes that the plant will turn out a range of trucks from 5-6 tons GVW upwards, but he acknowledges that the market is not big enough for a complete range.

The difficulties facing potential manufacturers are increased because there are no prospects for exports, Lu admitted. In addition, any company involved in Taiwan stands little chance of getting established in the potentially more lucrative market in mainland China.

Nevertheless, Lu said, "We hope BL and Volvo will submit presentations."

In any event, he hopes to decide on the new project by the summer.

factories list auction dates

American Motors

June 21 — D-A Auto Auction, New Stanton, Pa.

June 22 — Metro Milwaukee Auto Auction, Caledonia, Wis.; Kansas City Auto Auction, Kansas City, Mo.; Southern Auto Auction, Warehouse Point, Conn., and Columbus Fair Auto Auction, Obetz, O.

June 23—Minneapolis Northstar Auto Auction, Shakopee, Minn.

June 24—Floyd Hauhe Auto Auction, Bridgeton, Mo., and Concord Auto Auction, Acton, Mass.

June 28—Aptco Auto Auction, Taylor, Mich.

June 29—Central States Auto Auction, Mason City, Ia., and Columbus Fair Auto Auction, Obetz, O.

June 30—Minneapolis Northstar Auto Auction, Shakopee, Minn.; Evansville Auto Auction, Evansville, Ind., and Todd Auto Auction, Telford, Pa.

Ford Motor Co.

June 21 — Harrisonburg Auto Auction, Harrisonburg, Va.

June 22 — Golden Gate Auto Auction, Fremont, Calif.

June 23—Nashville Auto Auction, Nashville, Tenn.

June 28—Aptco Auto Auction, Taylor, Mich., and Dallas Auto Auction, Dallas, Tex.

June 29—Northway Exchange, Clifton Park, N.Y., and Clanton's Auto Auction, Darlington, S.C.

June 30 — 166 Auto Auction, Springfield, Mo.

General Motors Corp.

June 23 — Indianapolis Auto Auction, Indianapolis, Ind.

June 28—Southern Auto Auction, E. Windsor, Conn.

June 30—Nashville Auto Auction, Nashville, Tenn.

Used-car auction directory

INDIANA

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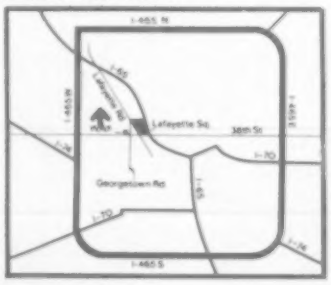

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AMC's chief calls GM link a good deal for Toyota

Japanese challenged by Tippett

WASHINGTON. — American Motors will take on Japanese auto makers in their own backyard, Chairman Paul Tippett said here.

Speaking to the National Press Club, Tippett said the company's new joint venture to produce four-wheel-drive vehicles in China — Beijing Jeep Corp. — will give AMC a strong manufacturing base for competing head-on with the Japanese in Asia and the Pacific area.

"That region has been the world's fastest-growing market for four-wheel-drive vehicles," he said. "We believe this new joint venture will change the face of the auto industry in Asia. We will be competing more effectively with the Japanese on their own turf."

Under questioning, Tippett said that while AMC has not opposed the GM-Toyota joint venture to make cars in California — now under review by the FTC — it also has not praised the move.

But he added it is a good deal for Toyota, now restricted in its exports to the U. S. by the "voluntary" agreement made by the Japanese government. In addition to the 600,000 units Toyota now exports, he said, it would be able to sell an additional 300,000 units with half the parts exported from Japan.

He likened it to an additional sale of 150,000 units with very little investment by Toyota. Tippett said there was no doubt in his mind that any jobs replaced in California would be fewer than the jobs lost when GM stopped making the Chevette in Wilmington, Del.

AMC — unlike GM, Ford Motor Co. and Chrysler Corp. — has no equity in any Japanese company.

• On the matter of local-content legislation — now starting to move in Congress — Tippett came out sounding more like Chrysler than like GM or Ford. Even though he views local content as a "last resort," he noted the late Al Capone had said that more can be accomplished by a kind word and a gun than by a kind word alone. He added he thought the 90-percent requirement in the current UAW-backed bill may be too high and would penalize U. S. companies outsourcing for cheaper parts.

He did not comment on the pending bill introduced by New Jersey Rep. James Florio that sets no percentages for local content. Tippett feels that neither Nissan nor Honda — a "more progressive company" — would have started manufacturing in the U. S. without pressure and he speculated that passage of local content "may be necessary." The Canadian "local-content" proposal, he felt, was too severe.

Asked about reports from the Pentagon that the Hummer — a new AMC military vehicle — demonstrated poor performance and maintainability, Tippett said the "leaked" report was for prototypes tested 9 to 12 months ago for the specific purpose of finding flaws. AMC has now verified "fixes." These now need to be approved by the Army and all of this has been done with no expense to the taxpayer, since AMC has not yet been paid.

• In speaking of AMC's agreement with the Chinese, Tippett said, "The days when a major company could hope for long-term international success while limiting itself to domestic production and exports are gone.

"No major company should expect to participate in foreign markets if its activities are limited to selling products and taking the profits home, without investing in the host country. And our friends in Japan had better get that through their noggins."

The auto executive called for a more cohesive and aggressive U. S. trade policy to combat the growing trend of export subsidization and protectionism among many industrialized countries.

IMPORTED CAR SALES

	May, 1983	May, 1982	5 Mos., 1983	5 Mos., 1982
Alfa Romeo	340	165	1,238	737
Audi	3,675	3,593	16,410	18,492
BMW	4,706	4,167	20,647	19,955
Challenger	1,624	1,250	6,696	6,169
Plymouth Colt	2,413	1,940	11,957	13,955
Dodge Colt	2,569	2,247	13,970	15,123
DeLorean	60†	236	300†	1,217
Fiat	685	1,369	3,226	8,199
Honda	33,658	33,917	149,350	159,113
Isuzu	1,096	930	7,755	5,397
Jaguar	1,658	791	6,152	3,569
Lancia	67	54	401	322
Mazda	14,515	11,980	73,815	62,834
Mitsubishi	2,300	.....	11,249	.....
Mercedes-Benz	6,626	5,684	28,948	26,548
Nissan	44,621	40,261	221,465	184,374
Peugeot	1,173	972	5,990	5,673
Porsche	1,616	1,258	8,923	5,569
Renault	3,330	3,580	12,342	15,513
Saab	2,019	1,624	10,791	7,086
Sapporo	1,294	916	5,170	4,742
Subaru	12,995	10,683	65,089	60,002
Toyota	50,147	50,141	225,631	217,258
Volkswagen	4,907	5,415	31,514	26,709
Volvo	8,421	6,611	39,524	33,996
TOTAL	206,517	189,784	978,553	902,552

† Estimate

U. S. CAR SALES BY MARKETING UNITS

	May, 1983	May, 1982	5 Mos., 1983	5 Mos., 1982
Chevrolet	122,471	139,885	523,623	569,683
Ford	93,818	85,593	395,102	393,519
Oldsmobile	92,265	86,302	410,659	348,525
Buick	81,234	80,925	344,354	306,343
Toyota	50,147	50,141	225,631	217,258
Pontiac	55,816	52,165	204,275	216,600
Nissan	44,621	40,261	221,465	184,374
Honda	36,948	33,917	160,963	159,113
Mercury	34,785	29,693	153,096	142,421
Dodge	34,408	25,804	147,473	132,799
Plymouth	35,091	25,933	135,451	132,303
Cadillac	26,891	24,738	117,766	98,828
VW of America	18,699	16,565	89,478	89,081
Chrysler/Imperial	22,792	16,219	103,904	69,023
Mazda	14,515	11,960	73,815	62,834
Subaru	12,995	10,683	65,089	60,002
AMC-Renault	21,621	11,750	97,196	53,731
Lincoln	8,293	8,701	39,867	36,810
Volvo	8,421	6,611	39,524	33,996
Mercedes-Benz	6,626	5,684	28,948	26,548
BMW	4,706	4,167	20,647	19,955
Saab	2,019	1,624	10,791	7,086
Isuzu	1,096	930	7,755	5,397
Fiat	752	1,429	3,627	8,522
Peugeot	1,173	972	5,990	5,673
Jaguar Rover Triumph	1,658	791	6,152	3,569
Mitsubishi	2,300	.....	11,249	.....
DeLorean	60†	236	300†	1,217
Alfa Romeo	340	165	1,238	737
TOTAL	836,561	773,832	3,645,430	3,385,946

New-car market shows increase 3rd time in row

Continued from Page 3

ers sold six more cars this year than last, sticking close to their import quota.

Imports no longer claimed the largest segment of the total market. That piece went to U. S. intermediates with 26.70 percent, followed by imports at 24.69 percent, compacts at 16.57 percent, standards at 13.56 percent, subcompacts at 13.17 percent and luxury models at 5.31 percent.

A year earlier, intermediates had 24.09 percent, imports took 24.52 percent, compacts had 17.78 percent, standards had 11.63 percent, subcompacts had 16.04 percent and luxuries took 5.94 percent.

In the domestics-only market this May, intermediates represented 35.45 percent, compacts had 22.00 percent, standards had 18.01 percent, subcompacts had 17.49 percent and luxury models held 7.05 percent.

Third-period domestic sales exploded 19.78 percent in May, to 252,748 from 211,013 last year. With eight selling days both years, the daily rate was up 19.78 percent as well, from 26,376 to 31,593 — best daily average since 36,233 in mid-March, 1981.

All the major domestic makers were up for the period. GM climbed 12.48 percent, Ford was up 22.18 percent, Chrysler was up 38.87 percent, AMC was up 145.73 percent, VWoA was up 7.27 percent and Honda was credited with estimated sales of 1,000 units.

DOMESTIC CAR SALES

	May 21 to May 31, 1983	Same Period, 1982	May, 1983	Same Month, 1982	Jan. 1 to May 31, 1983	Same Period, 1982
Renault Alliance	.....	.....	12,163	.....	58,680	.....
Spirit	.....	.....	791	1,999	3,127	9,130
Concord	.....	.....	2,951	3,150	9,376	12,944
Eagle	.....	.....	2,386	3,021	13,671	16,144
AMC	.....	.....	6,128	8,170	26,174	38,218
AMERICAN MOTORS*	7,291	3,000	18,291	8,170	84,854	38,218
Horizon	2,327	2,513	5,404	4,950	19,245	23,552
Turismo	1,712	1,725	3,940	3,746	14,296	17,258
Reliant	6,984	4,008	19,779	11,831	75,054	63,633
Plymouth	983	832	2,261	2,550	9,729	9,163
Total Plymouth	12,006	9,078	31,384	23,077	118,324	113,606
LeBaron	.....	336	.....	351	.....	912
LeBaron K	3,237	2,843	7,919	8,310	33,525	36,945
Cordoba	484	641	1,349	1,372	6,780	6,683
New Yorker 5th Ave.	2,654	2,007	7,014	5,715	34,894	22,953
E-Class	1,161	.....	2,867	.....	15,126	.....
New Yorker E	1,412	.....	3,524	.....	12,677	.....
Total Chrysler	8,948	5,827	22,673	15,748	103,002	67,493
Total Imperial	44	297	119	471	902	1,530
Omni	2,088	2,047	4,775	4,084	17,235	19,434
Charger	2,059	1,787	4,695	3,671	16,583	18,171
Aries	5,037	2,849	11,802	8,829	52,426	48,075
Dodge 400	1,274	729	3,172	1,967	13,984	10,618
Diplomat	1,087	1,138	2,925	2,915	12,408	11,758
Mirada	163	457	452	841	2,372	3,451
Dodge 600	914	.....	2,394	.....	11,799	.....
Total Dodge	12,622	9,007	30,215	22,307	126,807	111,507
CHRYSLER CORP.	33,620	24,210	84,391	61,603	349,035	294,136
EXP	1,005	1,196	2,670	3,449	9,568	19,089
Escort	14,106	10,639	36,043	31,398	143,041	146,576
Tempo	2,421	.....	2,421	.....	2,421	.....
Mustang	4,119	3,809	11,245	10,745	49,036	51,423
Fairmont	1,105	4,768	2,920	12,521	30,900	57,639
Granada	.....	3,506	.....	10,632	3,751	50,118
Thunderbird	4,806	1,571	12,343	4,259	38,662	18,038
LTD '83	4,900	.....	15,390	.....	62,592	.....
Ford Crown Victoria	3,628	4,224	10,786	12,589	55,131	50,636
Ford Division	36,090	29,713	93,818	85,593	395,102	393,519
LN7	277	457	645	1,302	2,921	7,017
Lynx	3,603	3,120	8,412	8,354	34,400	43,391
Topaz	943	.....	943	.....	943	.....
Zephyr	535	1,589	822	4,105	10,235	18,969
Cougar/Monarch	.....	1,994	.....	4,595	906	22,364
XR-7	2,939	581	7,562	1,472	22,627	6,733
Capri	819	954	1,783	2,450	9,505	13,509
Marquis '83	2,279	.....	5,639	.....	25,076	.....
Mercury Grand Marquis	3,098	2,602	8,979	7,415	46,585	30,438
Total Mercury	14,493	11,297	34,785	29,693	153,098	142,421
Continental	378	622	992	1,711	6,902	10,829
Lincoln	2,092	1,545	4,773	4,084	21,057	14,638
Mark VI	938	1,014	2,528	2,906	11,908	11,343
Total Lincoln	3,408	3,181	8,293	8,701	39,867	36,810
L-M Division	17,901	14,478	43,078	38,394	192,965	179,231
FORD MOTOR	53,991	44,191	136,896	123,987	588,067	572,750
Skyhawk	3,802	2,416	8,577	5,999	33,342	14,495
Skylark	5,152	5,346	10,768	14,460	44,836	71,250
Century FD	5,349	3,399	12,241	10,318	51,020	37,066
Regal Sedan	12,772	3,643	7,319	9,040	33,572	34,616
Regal Coupe	6,097	7,129	15,387	17,698	67,571	61,885
LeSabre	6,046	4,455	14,930	11,843	62,108	43,777
Electra	3,057	2,197	7,838	6,215	31,620	24,011
Riviera	1,653	1,893	4,174	5,352	20,385	19,243
Buick Division	33,928	30,478	81,234	80,925	344,354	306,343
Cimarron	680	286	1,761	817	8,208	5,780
Seville	1,042	704	2,766	1,826	11,885	9,981
Cadillac	5,813	6,293	16,327	15,889	71,217	59,789
Eldorado	2,379	2,555	6,037	6,206	26,456	23,278
Cadillac Division	9,914	9,838	26,891	24,738	117,766	98,828
Chevette	6,450	6,931	15,144	24,382	74,150	108,682
Cavalier	10,286	3,659	23,996	11,965	87,819	55,967
Citation	3,889	5,009	10,701	16,123	46,576	94,440
Camaro	6,616	9,110	16,519	26,334	69,898	80,673
Celebrity	5,474	3,478	13,166	12,140	55,889	35,658
Malibu	3,791	3,971	9,405	12,299	46,100	51,154
Monte Carlo	3,381	4,169	8,205	11,878	39,153	46,028
Chevrolet	8,709	7,843	22,025	22,196	93,251	86,269
Corvette	1,041	934	3,310	2,568	10,790	10,812
Chevrolet Division	49,637	45,104	122,471	139,885	523,623	569,683
Firenza	1,867	1,256	4,817	3,112	18,747	9,493
Omega	2,075	2,229	5,354	6,564	28,409	36,405
Cutlass Ciera	5,332	4,251	15,694	11,856	64,909	44,404
Cutlass	.....	.....	.....	.....	.....	.....
Supreme	10,470	10,741	30,514	31,163	140,417	128,140
Olds 88	7,884	7,372	22,835	20,364	100,371	76,721
Olds 98	3,314	3,290	9,638	9,107	46,851	37,937
Toronado	1,198	1,518	3,413	4,136	15,955	15,423
Oldsmobile Division	32,140	30,657	92,265	86,302	410,659	348,525
1000	1,774	1,591	3,687	4,145	14,480	25,151
2000	5,255	2,103	10,605	5,257	35,493	24,513
Phoenix	1,500	1,524	3,115	4,270	12,247	24,937
Firebird	4,725	4,952	9,544	13,206	37,481	45,438
6000	4,397	2,042	8,721	5,309	32,197	18,272
Bonneville	4,094	3,208	8,588	8,462	33,205	33,575
Grand Prix	4,350	4,428	9,130	11,244	36,363	40,208
Pontiac	1,244	81	2,426	272	2,809	3,506
Pontiac Division	27,359	19,929	55,816	52,165	204,275	216,600
GENERAL MOTORS	152,978	136,006	378,677	384,015	1,600,677	1,539,979
VOLKSWAGEN	3,868	3,606	8,501	6,299	32,631	38,311
HONDA	1,000	.....	3,288	.....	11,613	.....
DOMESTIC TOTAL	252,748	211,013	630,044	584,074	2,666,877	2,483,394
IMPORT TOTAL	.....	.....	206,517	189,758	978,553	902,552
INDUSTRY TOTAL	.....	.....	836,561	773,832	3,645,430	3,385,946

*—AMC does not issue a nameplate breakdown for 18-day periods.

Luxembourg facility for Rochester products

ROCHESTER, N. Y.—Rochester Products Division of General Motors has established a fuel, valve train and emissions systems engineering facility at the General Motors Engineering Applications Center in Bascharages, Luxembourg.

E. Michael Mutchler, general manager of Rochester Products, said the facility will enable the division to apply technology developed in the U. S. to the exhaust emissions and fuel economy requirements of Europe.

BEST AVAILABLE COPY

$1 billion project abandoned

Ford won't construct car plant in Portugal

By Richard Feast
European Editor

LONDON. — The decision by Ford to abandon its proposed $1 billion car assembly plant in Portugal comes as no surprise.

Ford has been toying with the idea of expanding its European auto making capacity since the late 1970s.

The latest initiative was announced last July, when Ford delivered a letter of intent to build at the Sines industrial complex and port. It called for a 200,000-unit factory, which would have represented the largest industrial investment in Portugal.

But when the final go-ahead was postponed to the middle of this year, the project looked doomed.

The decision, announced June 3 by the Portuguese Government, came just over four years after Ford abandoned an earlier plan to build another European car plant.

That initiative, at a cost of $650 million, saw Ford discussing sites with authorities in Portugal, Austria, France and Spain. It was shelved in April, 1979.

Ford said the latest decision was taken because of the slow recovery of the car markets in Europe. Such a large financial commitment could not be justified on current growth patterns.

But a spokesman denied suggestions from the U. S. that it was part of an overall cost-cutting exercise.

"As far as Europe is concerned, we have not curtailed any model programs," the spokesman said. "For the past three years we've been spending $1 billion a year, and we plan to spend similar amounts over the next three years."

• Whether Ford has finally shaken off the idea of building another factory in Europe is less certain. A lead time of three to four years would be required before production could roll from an all-new facility.

While senior executives at many of Ford's rivals could not understand the company's obsession with building the Portuguese plant, the fact that such plans have been in existence for so long leads observers to believe that Ford has not completely abandoned expansion hopes in Europe.

Last year it manufactured 1.41 million passenger cars in Europe. Its record was 1.67 million in 1979, and with recent modernization of existing plants its current capacity stands at around 1.7 million.

Ironically, the announcement came at a time when unofficial figures circulating within the industry suggest that Ford has maintained its European market lead into April.

The figures give Ford 497,500 sales, a 13.1 percent market share for the four months.

Other provisional figures give Renault 461,200, Volkswagen 462,600, Fiat 447,500, Peugeot 434,700 and General Motors 424,800.

The total market stood at 3.788 million, an increase of 1.7 percent. April's market fell by 3 percent to just under 976,000.

Museum auctions off 52 rare old cars

AUBURN, Ind.—The Auburn-Cord-Duesenberg Museum, Auburn, Indiana, had a spring housecleaning sale. Fifty-two cars were sold at auction for a total of $93,450. The highest amount paid for a car was $12,000 for a 1933 Auburn 8105 sedan.

The museum has been owned and operated since 1973 by Auburn Automotive Heritage, Inc., a non-profit organization. More than 140 cars are on display.

Fireworks due in DeLorean bankruptcy case

Continued from Page 2

the reorganization plan, despite earlier assurances by Gorman that the former auto executive is not involved.

The committee wants the court to order the $100,000 good-faith deposit posted by Gorman forfeited to the estate. The creditors committee believes the $100,000 came from the coffers of a DeLorean-owned company.

In the show-cause hearing, attorneys for the bankrupt DMC will want to know why the joint receivers, Sir Kenneth Cork and Paul Shewell, have not produced the documents relating to their claim against the estate and demanded in a May 10, 1983, subpena ordered by the court.

• Although the Los Angeles Federal Court drug trafficking charges against John DeLorean and the Chapter 11 status of his defunct auto company are not related, the two cases will likely become entwined again this week.

Howard L. Weitzman and Donald M. Re, two of DeLorean's attorneys in the drug case, have become increasingly involved in the bankruptcy case. They have attended and participated in sessions where former DMC directors and lawyers have been deposed under Rule 205 of the Bankruptcy Code in order to protect the rights of their client.

In the Rule 205 interrogations, the creditors committee is seeking to determine if any company funds, which could have been used to satisfy creditor claims, have been misappropriated.

Weitzman and Re had the request for a protective order filed in order to keep certain information disclosed by former DMC director Eric Javitz and other witnesses from being made public.

James Walsh, the assistant U. S. attorney in Los Angeles who is prosecuting the drug case, could appear in Bankruptcy Court here this week either in person or through counsel, to argue against the protective order, according to sources on the West Coast. A protective order would prevent the government from having access to whatever information was garnered in the depositions.

NEW-CAR STOCKS

	June 1, 1983	May 1, 1983	June 1, 1982
Alliance	44	39	.....
Spirit	41	75	61½
Concord	18	48	64
Eagle	89	74	77
Eagle SX/4	69½	62½	62
AMERICAN MTRS.	45	45	66
Horizon	44	58	49
Turismo	42	63	70
Reliant	30	48	76
Gran Fury	45	50	43
Plymouth	35	52	65½
LeBaron	62	63	72
Cordoba	67	78	71½
E Class	95	75	.....
New Yorker E	65	48	.....
Fifth Avenue	95	69	44
Chrysler	77	66	62
Imperial	67	50	36½
Omni	51½	67½	54
Charger	45½	59	73
Aries	46	53	79½
Dodge 400	65	63	147
Dodge 600	83	78	.....
Diplomat	69	52	49½
Mirada	127	121	67
Dodge	55	61	75
CHRYSLER	53½	59	68
Escort	39	60	74
EXP	54	90	123
Mustang	76	102	82
Tempo	26	.....	.....
Fairmont	56	69	56
LTD	56	81	.....
Thunderbird	88	66	84
Crown Victoria	45	54	54
Ford	58	69	68
Lynx	44	60	74
LN7	69	94	83
Capri	117	123	85
Topaz	21	.....	.....
Zephyr	49	65	30
Marquis	62	55	.....
Cougar XR7	57	34	76
Grand Marquis	41	45	41
Mercury	55½	53	56
Lincoln	42	39	39
Continental	90	95	59
Mark VI	78	73	34
Lincoln	59	56	48
FORD MOTOR CO.	57	64	64
Skyhawk	26	36	100
Skylark	35	47	36
Century	57½	57	55
Regal 4-door	43	47	41
Regal coupe	44	51	36
LeSabre	31	33	28
Electra	51	51	42
Riviera	44½	46	38
Buick	42	46	43
Cimarron	71	73½	87
Seville	55	61	72
Cadillac	49	56	41
Eldorado	55	61	44
Cadillac	52	59	45½
Chevette	57	57	55½
Cavalier	28	33	71
Citation	60	74	60
Camaro	53	59	18
Malibu	45	43	35
Celebrity	53	48½	65
Monte Carlo	56	60	42
Chevrolet	54	63	42
Corvette	20	23½	63
Chevrolet	48	52	46
Firenza	42	52	112
Omega	43	50	45
Ciera	47	52	54
Cutlass 4-door	26	30	36
Cutlass coupe	26	24	28
Olds 88	23	26½	23
Olds 98	26	31	28
Toronado	50	55	37½
Oldsmobile	32	36	36
1000	52	66½	81
2000	26	43	96
Phoenix	57	94	64½
Firebird	43	63	18
Bonneville	46	60	43
6000	45	63	101
Grand Prix	54	71	36
Pontiac	53	.....	61
Pontiac	44	65	51
GENERAL MTRS.	42	49	44
VOLKSWAGEN	63	91½	127
HONDA	24	16	.....
TOTAL	47	53	52

Krogh heads Chevy deal

BUFFALO, Wyo. — Douglas M. Krogh has signed a General Motors sales and service agreement to become the operator of Aspen Chevrolet here.

75th year for Stillman & Hoag Buick

Stillman & Hoag, Inc. (Buick), Englewood, N. J., which has been family-operated since its inception, celebrated its 75th anniversary. Here, Lloyd E. Reuss, right, Buick general manager, presents a plaque to Robert Stillman, left, dealership president, and Walter (Bud) Stillman, chairman of the board. Encased in the plaque is a letter from General Motors Chairman Roger B. Smith and President F. James McDonald.

Supply of domestic cars dips again; now 47 days

Continued from Page 2

percent; intermediate, 37.43 percent; standard, 16.48 percent, and luxury, 7.38 percent.

A month earlier, the inventory was divided as follows: Subcompact, 19.76 percent; compact, 19.90 percent; intermediate, 35.53 percent; standard, 17.25 percent, and luxury, 7.56 percent.

• The June 1 days-supply figures by market class were:

Subcompact — Accord, 24; Escort, 39; Spirit, 41; Turismo, 42; Alliance, 44; Lynx, 44; Horizon, 44; Charger, 45½; Omni, 51½; Pontiac 1000, 52; EXP, 54; Chevette, 57; Rabbit, 63; LN7, 69, and Eagle SX/4, 69½.

Compact — Topaz, 21; Pontiac 2000, 26; Skyhawk, 26; Tempo, 26; Cavalier, 28; Reliant, 30; Firenza, 42; Firebird, 43; Aries, 46; Zephyr, 49; Camaro, 53; Fairmont, 56; LeBaron, 62; Dodge 400, 65; Cimarron, 71; Mustang, 76, and Capri, 117.

Intermediate — Concord, 18; Cutlass four-door, 26; Cutlass coupe, 26; Skylark, 39; Regal four-door, 43; Omega, 43; Regal coupe, 44; Malibu, 45; Pontiac 6000, 45; Bonneville, 46; Cutlass Ciera, 47; Celebrity, 53; Grand Prix, 54; LTD, 56; Monte Carlo, 56; Cougar, 57; Phoenix, 57; Century, 57½; Citation, 60; Marquis, 62; New Yorker E, 65; Dodge 600, 83; Thunderbird, 88; Eagle, 89, and Chrysler E Class, 95.

Standard — Olds 88, 23; Olds 98, 26; LeSabre, 31; Grand Marquis, 41; Crown Victoria, 45; Gran Fury, 45; Electra, 51; Pontiac Parisienne, 53; Chevrolet, 54; Cordoba, 67; Diplomat, 69; New Yorker Fifth Avenue, 95, and Mirada, 127.

Luxury — Corvette, 20; Lincoln, 42; Riviera, 44½; Cadillac, 49; Toronado, 50; Eldorado, 55; Seville, 55; Imperial, 67; Mark VI, 78, and Continental, 90.

DeLorean near sale of Logan

Continued from Page 1

that $100,000 posted in Bankruptcy Court in Detroit as a good-faith deposit by a group which wanted to reorganize DeLorean Motor Co. originated at Logan. That transaction aroused the suspicions of the creditors committee.

Canadian snowmobile maker Bombardier, Ltd., also was interested in acquiring Logan. Sources last week said the Steyr offer was better than the one made by Bombardier.

A management group at Logan also was interested in acquiring the company, but apparently was unable to match other offers.

Reynolds to sell computers to Australia dealers

DAYTON. — Reynolds & Reynolds Co. has formed a wholly owned subsidiary in Australia to sell its computer systems to Australia's 2,600 auto dealers.

R. H. Grant III, R&R group vice president - international, said the subsidiary, known as Reynolds & Reynolds (Australia), Ltd., will initially have sales offices in Melbourne and Sydney. Offices are planned for other principal cities.

The subsidiary will offer dealers information systems for their sales, service and parts departments and their business offices.

obituaries

Harold T. Ames

RANCHO MIRAGE, Calif.—Harold T. Ames, former president of Duesenberg, Inc., executive vice president of Auburn Automobile Co. and vice president of Cord Corp., died here June 2. He was 89. Mr. Ames started in the auto business in 1911 as a Hudson salesman in Chicago and was identified with auto manufacture from 1926 to 1937.

Nelson C. Dezendorf

MOLLUSK, Va. — Nelson C. Dezendorf, 85, a retired General Motors director and vice president, died May 31. He retired in 1963 as vice president and group executive in charge of the Dayton, Household Appliance and Electro-Motive Group. Mr. Dezendorf became a vice president in 1952 while serving as general manager of Electro-Motive Division. He was with GM 41 years.

John E. Masterson

DETROIT. — John E. Masterson, 58, purchasing vice president for Volkswagen of America, died June 1. He joined VW in 1976 after 26 years with Pontiac, where he rose to purchasing director.

Thomas M. Coggins Jr.

VENTNOR CITY, N. J.—Thomas M. Coggins Jr., retired owner of Coggins Chevrolet, Inc., Atlantic City, died May 28. He was 51. Prior to taking over the dealership, he was supervisor of cost and factory accounting for General Motors Assembly Division. He was a member of the National Chevrolet Dealers Advisory Council. His dealership was closed in 1980 after its land was leased for parking by Golden Nugget Hotel & Casino.

Makers build 609,206 cars in May

Month's output highest in 2 years

By Patricia Hoffman
Staff Writer

Domestic auto production last month was the highest for any month in two years.

The makers assembled 609,206 cars, up 22.03 percent from 499,242 in the year-ago month and the best for any month since 666,389 in May of 1981.

Breakdown for the month by company was: General Motors, 58.85 percent; Ford Motor, 22.87 percent; Chrysler Corp., 13.85 percent; American Motors, 2.60 percent; Volkswagen of America, 1.10 percent, and Honda, 0.73 percent.

Last week the manufacturers scheduled 148,903 cars, a 16.42 percent gain from 127,900 built during the previous shortened holiday week. Output was also up 30.30 percent from last year's 114,280 units.

So far this year, there have been 2,889,032 cars assembled, a 24.63 percent gain from 2,318,134 built in the comparable 1982 period.

Downtime was scheduled last week (June 6) at Ford's Dearborn plant. Operations there were idled due to heavy inventory in the field.

Saturday overtime was scheduled at six facilities last week. GM's Doraville, Flint and Lansing points and Ford's Chicago, Lorain and St. Louis plants operated six days.

All other plants resumed normal five-day operations last week following downtime the previous week due to the Memorial Day holiday.

Big rollback scam found as Missouri tightens law

ST. LOUIS. — As the Missouri House and Senate were approving legislation to crack down on odometer fraud, a large scam involving turned-back mileage indicators was uncovered.

Officials believe that more than 1,000 cars may have been involved in the St. Louis operation.

Police from four jurisdictions cooperated and arrested Peggy O'Connell as she was leaving her rented suburban Kirkwood home. Her husband, Thomas F., was sought on charges of felony theft with deceit.

According to police, the couple would purchase high-mileage cars from leasing companies and auctions and roll the odometer back about 50 percent. The cars then were reported registered in Indiana and a forged signature of an Indiana police officer was allegedly used to confirm the mileage.

Then the O'Connells, police said, got new titles with the lower mileage. Officials said that the cars were taken to Carmel, Ind., where O'Connell is believed to have a dealer's license.

There are reports that the couple may have netted $2 million by selling cars between $700 and $1,400 under the market price.

The O'Connells ran classified ads and told potential customers that there had been a death in the family and the estate was being settled.

Police said that about seven phones with different numbers were in the O'Connells' house. The house was raided after two women who met at a party compared notes and discovered that they had been given the same story by the couple.

If Gov. Christopher Bond signs the odometer bill, it will be easier to prosecute odometer cases because there would not be a need to prove conspiracy in the transfer of a car title with false mileage.

The bill was sponsored in the Senate by Truman E. Wilson, St. Joseph Democrat, who estimated that buyers of used cars were being defrauded of $130 million a year.

In the House it was sponsored by Rep. D. R. Osbourn, Monroe City Democrat.

May auto output in Canada is 105,854, best in 6 years

Canadian auto output during May reached its highest point for that period in six years, and the total soared 25.70 percent above the comparable 1982 figure.

Last month, the car makers assembled 105,854 units, up from 84,210 built during May, 1982. It was the most for that month since 1977 when 117,134 cars were produced, and the most for any month since June, 1978 when 117,848 were built.

The auto makers estimated 22,545 units last week, up 3.97 percent from 21,685 the previous week, and up 5.06 percent from last year's 21,459 units.

Year-to-date, there have been 469,423 cars assembled, a 10.92 percent gain from 423,208 built in the comparable 1982 period.

The truck manufacturers produced 51,359 units in May, up 2.45 percent from 50,133 built the same month last year but down from 64,837 in 1981. It was the most for any month since June, 1982, when 55,243 trucks were assembled.

Last week, the truck makers estimated 12,707 units, a 9.85 percent gain from the previous week's 11,568, but output fell 6.35 percent from last year's 13,568 units.

So far this year, there have been 241,214 trucks assembled, down 3.85 percent from 250,869 built in the comparable 1982 period.

Downtime continued last week (June 6) at International Harvester's Chatham and Vancouver facilities. Both points, idled May 23 for model changeover, are slated to resume July 25.

Ford Motor's St. Thomas facility remained closed last week for inventory control.

Both shifts at Chrysler Corp.'s Windsor truck point worked six days last week.

Chrysler's Windsor car facility wrapped up assembly of the Caravelle, Gran Fury, Diplomat and New Yorker Fifth Ave. models last week. Production of those models will be moved to the company's St. Louis point for the 1984 model run. Windsor will be retooled for assembly of the 1984 front-drive T-115 van/wagon models, scheduled to begin in October.

Truck production rises to 52,708; year near million

Domestic truck production in May rose 8.74 percent from last year's total, and output was the most for that period in four years.

Last month, the makers assembled 208,784 trucks, up from 192,008 built in May, 1982. It was the most for that month since 1979 when 338,961 units were assembled.

Output last week was scheduled at 52,708 units, a 22.03 percent gain from 43,191 built during four days of assembly the previous week, which included the Memorial Day holiday. The total was also up 27.79 percent from last year's 41,245 units.

Year-to-date, there have been 997,826 trucks assembled, up 9.49 percent from last year's 911,353.

Overtime was scheduled last week (June 6) at six assembly points. General Motors' Pontiac (No. 6) plant, and Ford Motor's Kansas City, Lorain, Norfolk, Michigan and Twin Cities facilities worked six days.

U. S. CAR PRODUCTION

	Week Ended June 11, 1983	Week Ended June 12, 1982	Week Ended June 4, 1983	May Total	Jan. 1 to June 12, 1982	Jan. 1 to June 11, 1983
AMERICAN MOTORS	4,350	.....	3,959	15,867	24,699	80,455
AMC Total	.....	.....	.....	.....	.....	4,071
Concord	.....	.....	.....	.....	.....	3
Eagle	.....	.....	.....	.....	.....	4,068
Renault Total	4,350	.....	3,959	15,867	.....	76,384
Alliance	4,350	.....	3,959	15,867	.....	76,384
CHRYSLER CORP	17,850	2,935	18,278	84,384	268,791	384,498
Plymouth Total	5,750	431	5,864	28,191	111,557	137,573
Horizon	2,600	.....	2,374	10,663	33,486	47,653
Reliant	3,000	431	3,280	16,682	78,071	87,474
Caravelle ('83)	150	.....	210	846	.....	2,446
Chrysler Total	4,700	1,508	4,732	22,687	52,014	93,984
LeBaron	2,200	1,508	2,417	10,835	52,014	44,893
Chrysler E-Class	2,500	.....	2,315	11,852	.....	49,091
Dodge Total	7,400	996	7,682	33,506	105,220	152,941
Omni	2,700	.....	2,910	13,468	30,979	52,926
Aries	3,200	290	3,003	12,926	58,607	65,381
Dodge 400	600	706	857	4,116	15,634	16,115
Dodge 600	900	.....	912	2,996	.....	18,519
FORD MOTOR	33,059	31,845	30,698	139,307	529,802	671,527
Ford Division	19,292	21,027	19,209	86,860	339,192	434,129
Escort	5,470	7,133	4,399	25,069	142,382	122,712
Fairmont	.....	3,913	.....	.....	57,791	23,728
Mustang	.....	3,992	2,796	10,337	61,658	56,946
LTD/Granada	3,879	4,600	3,073	14,367	54,158	81,199
Thunderbird	4,944	1,193	5,029	22,314	19,433	95,493
Crown Victoria/Ford	2,162	.....	1,833	7,980	.....	41,657
EXP	.....	196	.....	.....	3,770	1,184
Tempo	2,837	.....	2,079	6,793	.....	11,210
L-M Division	13,767	10,818	11,489	52,447	190,610	237,398
Mercury Total	11,018	8,731	9,285	41,070	144,605	187,580
Lynx	1,834	2,295	1,470	5,206	41,882	30,782
Capri	.....	793	494	2,816	14,568	11,127
Zephyr	.....	1,615	.....	.....	19,008	8,601
Marquis/Cougar	1,881	1,727	1,775	8,168	26,011	34,708
Cougar/XR7	4,472	440	3,232	13,954	6,258	50,163
Gr. Marquis/Marquis	2,038	1,805	1,700	8,577	36,078	48,301
LN7	.....	56	.....	.....	800	290
Topaz	793	.....	614	2,349	.....	3,608
Lincoln Total	2,749	2,087	2,204	11,377	46,005	49,818
Continental ('82)	269	418	220	1,120	9,730	7,668
Lincoln	1,557	1,022	1,250	6,462	20,524	25,371
Mark VI	923	647	734	3,795	15,751	16,779
GENERAL MOTORS	90,094	76,230	71,748	358,488	1,449,887	1,694,854
Buick Division	22,127	17,220	17,600	80,595	341,510	393,127
Skylark	3,540	3,244	2,901	9,224	61,398	46,323
Sk/hawk J	1,606	.....	1,090	6,321	42,759	32,596
Century	4,332	3,199	3,167	16,263	57,600	69,276
Regal	5,209	5,187	4,374	20,299	88,104	113,569
Buick	6,220	4,392	5,171	24,863	74,410	111,933
Riviera	1,220	1,198	897	3,625	17,239	19,430
Cadillac Division	5,811	5,639	4,672	27,988	112,585	150,115
Cimarron	291	69	193	1,233	1,511	9,708
Seville	580	362	491	3,121	11,360	16,246
Eldorado	1,340	1,582	1,125	6,998	29,083	35,408
Cadillac	3,600	3,626	2,863	16,636	70,631	88,753
Chevrolet Division	30,791	24,119	23,686	124,976	451,376	532,969
Chevette	4,197	5,622	3,512	13,301	99,777	87,102
Cavalier	7,578	1,365	5,267	41,199	39,169	113,875
Celebrity	4,866	177	3,649	14,165	30,123	46,030
Camaro	5,130	4,777	2,966	18,314	101,802	86,999
Citation	1,775	4,803	1,199	7,150	78,200	52,111
Malibu	3,283	3,579	3,267	14,419	50,121	69,790
Monte Carlo	1,767	2,176	1,736	8,941	28,375	41,498
Chevrolet	1,595	1,012	1,594	7,216	10,352	26,064
Corvette	600	608	496	2,415	13,457	9,500
Oldsmobile Division	23,137	16,490	18,045	87,659	344,338	446,648
Omega	1,520	1,839	1,191	4,513	38,510	28,568
Firenza	1,190	.....	968	4,656	29,331	21,761
Cutlass	6,420	4,713	5,037	24,010	84,325	129,521
Cutlass/Ciera	5,162	2,641	3,670	20,378	55,568	87,062
Oldsmobile	7,985	6,343	6,620	30,985	120,385	161,786
Toronado	860	954	658	3,117	16,219	17,950
Pontiac Division	8,228	12,762	7,745	37,270	200,078	172,095
Acadian†	.....	326	339	2,144	6,218	8,210
2000	2,284	1,751	2,318	10,192	15,679	45,108
1000	863	1,551	1,000	4,821	13,724	18,545
Firebird	2,618	3,513	1,545	8,544	59,377	41,786
Phoenix	395	1,912	565	2,094	20,837	12,945
G. Prix/B'ville ('83)	2,068	3,709	1,978	9,475	71,096	45,501
6000	.....	.....	.....	.....	13,147	.....
HONDA	1,200	.....	902	4,473	.....	14,790
VOLKSWAGEN	2,350	3,170*	2,315	6,687	43,192	42,808
CHECKER	.....	100*	.....	.....	1,763*	.....
Total Cars, U. S.	148,903	114,280	127,900	609,206	2,318,134	2,889,032

TRUCK PRODUCTION IN U. S.†

	Week Ended June 11, 1983	Week Ended June 12, 1982	Week Ended June 4, 1983	May Total	Jan. 1 to June 12, 1982	Jan. 1 to June 11, 1983
CHEVROLET	17,061	15,959	15,469	70,133*	310,401	343,325
DODGE	2,800	2,408	2,590	12,073	59,709	60,142
FORD	22,847	14,163	16,406	83,880	326,007	395,922
GMC	5,510	6,022	4,320	23,485	116,927	115,336
INTERNATIONAL	1,190	1,194	1,005	4,632	24,056	22,175
VOLKSWAGEN	.....	449*	.....	146	7,512	2,079
JEEP	2,250	.....	2,561	9,815	38,711*	35,957
AM GENERAL	50*	50*	40*	220	1,030*	1,090*
MISCELLANEOUS	1,000*	1,000*	800*	4,400	27,000*	21,800*
Total Trucks, U. S.	52,708	41,245	43,191	208,784	911,353	997,826

CANADIAN TRUCK PRODUCTION

	Week Ended June 11, 1983	Week Ended June 12, 1982	Week Ended June 4, 1983	May Total	Jan. 1 to June 12, 1982	Jan. 1 to June 11, 1983
CHRYSLER CORP.	2,652	2,664	1,756	11,192	48,013	61,085
FORD MOTOR	3,607	4,124	3,604	15,192	66,302	63,181
GENERAL MOTORS	6,448	6,516	6,208	24,481	130,864	113,732
INTERNATIONAL	.....	264	.....	494	5,690	3,216
Total Trucks, Canada	12,707	13,568	11,568	51,359	250,869	241,214
N. American Trucks	65,415	54,813	54,759	260,143	1,162,222	1,239,040

†—New includes window van production. *—Estimated.
Jeep includes commercial only. AM General includes government-destined vehicles.

CANADIAN CAR PRODUCTION

	Week Ended June 11, 1983	Week Ended June 12, 1982	Week Ended June 4, 1983	May Total	Jan. 1 to June 12, 1982	Jan. 1 to June 11, 1983
AMERICAN MOTORS	820	607	818	3,436	12,521	14,385
CHRYSLER CORP.	3,514	3,504	3,488	20,329	78,034	103,746
FORD MOTOR	4,669	9,111	4,378	28,724	150,115	92,636
GENERAL MOTORS	13,317	8,012	12,776	52,420	177,576	253,841
VOLVO	225	225	225	945	4,962	4,815
Total Cars, Canada	22,545	21,459	21,685	105,854	423,208	469,423
N. American Cars	171,448	135,739	149,585	715,060	2,741,342	3,358,455
N. American Trucks	65,415	54,813	54,259	260,143	1,162,222	1,239,040
North American Cars and Trucks	236,863	190,552	204,344	975,203	3,903,564	4,597,495

†—All Acadians and Caravelles are built for sale in Canada. *—Estimated.

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Automotive News

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Inventory falls to 33 days for imported cars

By Richard A. Wright
Assistant Managing Editor

The imported new-car inventory dropped during May to the lowest point since AUTOMOTIVE NEWS began keeping track of the import stockpile.

The inventory of new imported cars June 1 totaled 275,411, a shortage-riddled 33-day supply, compared with 294,703 a month earlier, which was a 40-day supply. A year ago, the import inventory stood at 399,030 units, a 52/-day stockpile.

The inventory of new imported pickup trucks also fell during the month to 89,011 June 1, a 57-day supply, compared with 91,961 on May 1, a 78-day supply.

The combined imported-car-and-truck inventory June 1 totaled 364,422, a 37-day supply, compared with 386,664 May 1, a 45½-day stock.

The inventory slashing was done mostly by the Japanese nameplates, which just the month before had managed to build up stocks sufficiently to permit sales gains in May.

By June 1, Japanese makes were in very short 28-day supply, down from 35 days a month earlier. The Japanese inventory total June 1 was 185,500 cars.

• Particularly short on June 1 were Toyota, with a mere 14-day supply; Honda, with a 19½-day stock, and Mazda, with a 24-day supply.

Also short were Subaru, at 32 days, and Nissan, at 33 days. Isuzu had a 94-day stock of new cars and Mitsubishi a 106-day supply. In addition, Chrysler Corp. had a 91-day stock of Mitsubishi-built cars, including Sapporo, 81½; Challenger, 83;

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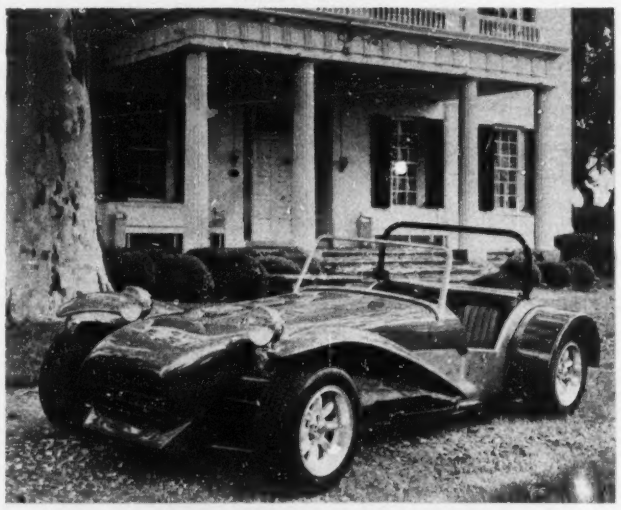
Fun stuff



East meets West in Rotus Seven

Rotus, Ltd., Frederick, Md., took the Lotus Seven design, improved the suspension system and added a Toyota Corolla drivetrain to create its Rotus Seven model. Completed vehicles with top will be priced just under $12,000. The engine compartment will accept virtually any four-cylinder domestic or import drivetrain, as well as General Motors V-6 or 4.1-liter V-8 engine.

Factories expected to hold price line on 1984 small cars

By Joseph Bohn
Marketing Editor

Domestic small cars, whose sales have been generally soft, appear to be in for little-to-no price increases this fall, based on preliminary data from one domestic firm.

Chrysler Corp. became the first domestic maker to issue pre-sell price protection information on its '84 small cars, designed to help fleet customers in their early ordering.

The company's mailgram to dealers indicated no change in the price of its '84 Omni/Horizon and Charger/Turismo subcompacts, "except for equipment adjustments."

Also, the '84 Aries/Reliant compacts "typically fleet equipped" are being price-protected for a 1.4 percent increase from the June 1 levels.

Options and destination charges for the subcompact and compact lines remain unchanged from June 1.

Chrysler indicated to dealers that pre-sell price protection information on other lines would be issued in July. General Motors may issue some price protection information for fleets this week. Ford Motor Co. normally issues the data in July.

GM traditionally sets pricing patterns for the industry. However, sales of its smaller cars, such as Chevette and Pontiac 1000, as well as the X-cars have also been soft, indicating that GM will exercise restraint in an effort to improve sales.

Analysts anticipate that the biggest increase will be on mid-size and standard-size models whose sales have shown the most strength.

• Chrysler's mailgram also indicated that it is continuing to provide special fleet subsidies, although these have been under fire by some dealer groups and NADA.

It's uncertain yet to what extent GM and Ford will respond with similar subsidies. In view of the controversy they've aroused — and the costs they entail — the companies are somewhat reluctant to get into this area, but may be forced to for competitive reasons.

Chrysler is giving fleet buyers an allowance of $300 on Omni/Horizon, Charger/Turismo and Reliant/Aries; $400 on LeBaron, E Class, Dodge 600 and 600 ES; $200 on Gran Fury and Diplomat; $200 on New Yorker and New Yorker Fifth Ave.; $200 on Dodge Colt and Vista; $400 on vans (excluding the new Dodge

Continued on Page 8, Col. 1

After catching Japanese on output in 1985

U. S. to regain auto crown by 1986

By Kathleen Hamilton
Financial Editor

Political pressures will constrain the Japanese so much that by 1985, the U. S. will be neck and neck with Japan in auto production and will regain its crown as the world's leading auto producer by 1986.

The prediction is part of the latest Automotive News World Outlook, a quarterly service of Data Resources, Inc. (DRI), and AUTOMOTIVE NEWS.

Higher-than-expected interest rates and a milder-than-expected economic recovery have scaled back the 1983 U. S. car sales forecast by less than one percent.

The Automotive News World Outlook now calls for 1983 car

Table on Page 8.

sales of 8.96 million units—still a 12.3 percent improvement over 1982 and the highest total since 1980.

The 1983 forecast breaks down into 6.75 million domestics and 2.21 million imports. The last time the domestic industry sold that many cars was in 1979. U. S. truck sales will add another 2.87 million units for total vehicle sales of 11.83 million.

Even with any significant economic recovery delayed until 1984, the U. S. market will be booming compared with the rest of the world. The expansion will benefit home producers far more than Europe's and Japan's makers.

• With the Japanese restrained in the U. S., U. S. makers will see production soar: 28.8 percent this year, compared with 2.8 percent in Japan and 1.6 percent in Europe.

European makes, which have benefited from strong U. S. sales during the current recession, already have had their heyday, according to the forecast.

Upseale buyers traditionally lead the way out of a recession, and the European imports that attract them have already surged, said John Hammond, DRI director of automotive services.

The other car-producing nations are also expected to maintain pressure on Japan to curb its exports, Hammond said.

Coupled with a mature home market (average growth of only 1.3 percent over the 1982-88 period), the Japanese makers are expected to be kept at average annual production growth of only 2.6 percent through 1988.

That is only slightly better than Europe's annual production growth of 2.0 percent through 1988. The European car market, meanwhile, is expected to grow an average of only 1.8 percent per year.

• In sharp contrast, U. S. car production is expected to average 8.6 percent annual growth, while the market expands at an annual rate of 6.6 percent.

The averages are deceiving, however. The year of real

Continued on Page 8, Col. 1

Here are intro dates for 1984 U. S. models

Official public introductions of domestic new cars will return to a more normal pattern this year, though there are still exceptions.

All '84 Ford Motor cars and trucks, with the exception of the new Mark VII, will officially go on sale Sept. 22. The Mark VII will bow Nov. 3.

Similarly, all '84 General Motors products, except the new downsized C-body cars (Cadillac deVille, Buick Electra and Olds 98) officially go on sale Sept. 22.

GM has no official introduction date for the C-bodies yet, though they're not expected to bow until after Jan. 1.

Volkswagen selected Sept. 27 for its public introduction.

Chrysler is introducing all its '84 cars and trucks, except the T-115 Caravan and Voyager, on Sept. 29. The latter are slated for a Jan. 1 intro with the Rose Bowl as a major ad vehicle.

All American Motors vehicles, including downsized Cherokees, Wagoneers and the new Renault Encore, officially go on sale Sept. 29.

breaking news

Toyota plans to install robots at Fremont

TOKYO. — Toyota plans to throw out existing welding facilities at the former General Motors plant in Fremont, Calif., and install industrial robots and related equipment, according to reports published here. No action will be taken while GM and Toyota await FTC approval of the joint car-building venture. Toyota also plans to install a press line and revise chassis assembly and paint systems in line with Toyota production technology.

Japanese develop robot insurance

TOKYO.—The Union of Machinery Insurers of Japan has worked out a new kind of insurance, designed to cover risks stemming from problems with robots and resultant stoppage of assembly lines.

Toyota considers aiding Lotus

TOKYO.—A Toyota spokesman said his company is considering offering financial aid to Lotus Cars of England. It had been reported in some quarters that Toyota planned a takeover of the ailing firm. Toyota has been supplying twin-cam engines to Lotus in return for suspension equipment.

NEWSPAPER

Bricklin's first cars
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